

Hinksey Hill interchange proposals: May 2012 - summary of issues raised at consultation

Issue	Detailed comments	County council response
Larger scale improvements should be considered	Remove signals from the whole roundabout. It will make joining the A34 northbound safer and easier – currently too many are released from the roundabout at one time to merge with the A34 traffic.	Traffic modelling has indicated that the proposals will result in a benefit to all traffic using the roundabout.
	How will this help traffic coming from the southbound A34 and congestion on the roundabout blocking exits?	Removal of signals would potentially make the situation worse for certain arms of the roundabout. Traffic flows on each arm need to be fairly balanced for an un-signalised roundabout to work well.
	It's a shame there isn't further funding to provide additional filter lanes.	The county council would like to investigate / make further improvements if funding becomes available. The scope of this scheme is very limited due to funding. We have developed a scheme that achieves the best outcomes for the priority issue with the available funding.
	If further funding can be secured in the future a larger holding area on the off slips of the A34 would reduce congestion in the area.	
	The turn off from the A423 to the Old Abingdon Road should be longer and the turn less tight. It's currently a safety issue that larger vehicles have to swing onto the wrong side of the road. Signs should be put up to warn drivers that this may occur.	
	Traffic entering from Hinksey Hill and Boars Hill is subjected to long queues and gridlock during the morning rush period. Road could be widened here to allow two lanes.	
	Need to lobby Highways Agency for longer exit slip roads on the A34 and upgrade of A34 to motorway should be considered.	
Improvements need to be made to the entire interchange.		
Cyclists and pedestrians	Currently there is a brief time gap when the signals are all red to facilitate crossing. The proposed design is totally unacceptable / will be worse for cyclist and pedestrian users. It will increase segregation between Hinksey Hill and Oxford and discourage pedestrians and cyclists effectively increasing the pressure for motor traffic use.	There will still be some breaks in the traffic as a result of signal control at Kennington roundabout. The design safety audit has not raised any concerns with regard to this element of the design. Concerns are noted and will be monitored and reviewed as part of the stage-4 safety audit (once scheme operating) If safety concerns come to fruition then consideration will be given to using the signals on the slip to create gaps to cross in.
	Permanent green traffic light will result in a constant flow of traffic and remove crossing opportunities. If crossing cannot be facilitated perhaps the pavement should be removed altogether because the safety risk will be unacceptable.	
	Install a puffin / pelican / toucan / simple push button crossing on the slip road timed to coincide with the red signal or produce a red signal for traffic on the roundabout.	
	The scheme should benefit all users. Safe routes for pedestrians, wheelchairs, scooters, pushchairs and cycles should be included.	
	Footpath from Kennington turn to Hinksey roundabout on the south side of the A423 is used as commuting route by many cyclists. The width of the path should be increased so that it can be formally designated as a shared-use path.	An alternative route does exist to the north and west of the roundabout.

CMDDL4

ANNEX 4

	<p>Improvements should be made to the pedestrian and cycle path on the southern side of the roundabout as a decent alternative / to compensate for the northern un-safe route being abandoned.</p> <p>Create an access from the roundabout to the existing north-side of the path, just after the A34 bridge for those confident enough to cycle on the roundabout from Hinksey Hill but would value a route off at the second set of lights.</p> <p>Improve the access from Hinksey Hill to the existing path by installing a flush kerb just before the stop line and angled path across the verge. Improve surface of route and use dropped kerbs from roundabout along Old Abingdon Road to Bertie Place.</p> <p>Priority for cyclists should be improved. Could make cycle lanes more prominent. Cycles on the ring road are very dangerous.</p>	<p>Consideration will be given upgrading this route if funding becomes available in the future.</p> <p>Consideration will be given to upgrading this cycle route if funding becomes available in the future.</p> <p>Due to limited budget it is not possible to include these improvements within the scheme.</p> <p>Consideration will be given upgrading these routes if funding becomes available in the future.</p>
<p>Cost</p>	<p>Shame it can't be achieved for less money.</p> <p>It is ridiculous to spend £3 million of public money on road improvements which may or may not improve traffic flow and will probably lead to more proposals for costly transport schemes. The capital could be better spent on areas of social need.</p>	<p>The scheme has been developed to achieve best value and by reducing congestion it is hoped that wider benefits to the community will be achieved such as aiding economic growth, and improving public transport journey times and reliability.</p>
<p>Traffic island</p>	<p>A new separation island should be avoided due to cost. Lane markings should suffice.</p> <p>Ensure the lane divider does not extend into the junction so that emergency vehicles traveling in the wrong lane for the A34 south from Kennington can cut across.</p> <p>Extend the traffic island or use solid white line to ensure motorists stay in lane.</p> <p>Island could be extended onto the slip road rather than hatching so that vehicles exiting the roundabout know they need to stay in the off-side lane.</p> <p>Island should be raised and kerbed, not just painted on the road to ensure high visibility and prevent overriding.</p> <p>There is nothing to stop vehicles using the filter lane to bypass the traffic lights and then continuing on to the roundabout to Wootton or the A34 north.</p> <p>Ensure this does not block existing drainage paths.</p>	<p>A separation island is considered necessary for safety reasons to prevent an uncontrolled vehicle entering the circulatory of the roundabout.</p> <p>The proposed markings that extend from the island are considered sufficient and cannot be extended further because this would require permission from the Highways Agency who controls that part of the highway.</p> <p>Solid white lines can only be used to prevent over-taking and would not be appropriate.</p> <p>Drainage will be considered as part of the detailed design.</p>

Signage / lane markings	How will traffic on the roundabout heading to the A34 (southbound) be warned about hazard of traffic merging from the left? It needs to be made clear who has priority when the roundabout circulatory is on green – either make the slip lane “give way” or provide hazard warning lines to keep the flows separate but allow merge when it is safe to do so.	Appropriate signage and markings will be used. The proposed A34 road marking on the inside lane of the roundabout circulatory will be reviewed. Signal phasing will be carefully designed to manage flows.
	The challenge will be to keep the left turn lane free further back towards Kennington roundabout – lane markings or signs need to indicate that the left-hand lane will be reserved for traffic joining the A34 southbound. Pre-warning signage will be essential to avoid lane changes up to the lights.	
	Signage on the roundabout will need to be good for those on the circulatory wanting to go down onto the A34 southbound as there will be two lanes on the roundabout but only one flowing onto the A34.	
	Roadmarking on the roundabout is showing the inside lane as an A34 option. The exit to the A34S entry slip road is a single lane and therefore the directive road-marking should reflect this or motorists will be expecting two available lanes on the slip road.	
	Currently the traffic queuing back from the Wootton stop line sits back across the entry to the A34S entry slip road on occasions. This queuing is minimised by traffic to Wootton and A34N using only 1 lane at the lights. The new layout now has two dedicated lanes which will introduce all Wootton traffic into the dedicated lane rather than the shared allocation before the release on to the roundabout. Ensure phasing adjusted to accommodate traffic levels.	
	On the approach to the roundabout from Kennington the nearside lane should be split into two rather than the off-side lane. Alternatively, a sign should show the destination or each lane so that traffic has sufficient time to change lanes.	
Spiral lane markings were installed on the roundabout in 2010 to reduce conflicts and safety issues. These should be considered in the new design.	Spiral lane markings will be retained.	
Layout	Narrowing of the lanes on the roundabout may make congestion worse causing tailbacks blocking those trying to get onto the A34 northbound.	The lanes will be large enough for HGVs and should not result in tailbacks.
	Check the tracking to ensure there is sufficient lateral space for HGVs.	
Box junctions	Yellow boxes should be used to keep the roundabout exits clear.	Keep clear markings will be considered.
Bus priority	Bus priority should be provided at the traffic lights to encourage greater use of buses.	Improving traffic flow for general traffic will reduce delays for buses. The proposed scheme has a limited budget so bus priority at traffic signals has not been included. However, this could be considered as a stand-alone improvement in the future along with re-allocation of the proposed new carriageway to create a bus lane if this is considered appropriate in the future and a general reduction in traffic

		could be achieved. We will continue to work closely with bus companies to improve bus journey times and reliability in Oxford. In the longer term we will consider investigating other strategies to improve bus priority at these junctions.
Safety	The permanent green light must be carefully aligned so as not to confuse the A34 northbound traffic.	Noted.
	Is there sufficient space in the central reservation to erect a new safety barrier? This should include anti-glare screens.	A safety barrier will be erected on the central reservation.
	Anti-skid surface should be used on the slip lane to increase safety.	The surface will have sufficient traction so anti-skid surface will not be required.
Consultation	How can the views and opinions of consultees matter when the consultation is for information only?	Minor changes to the scheme are possible in response to comments made during the consultation. However, we wanted to inform people about our plans and stress that major changes are not possible at this time because of restricted land availability and costs.
Ecology	If there is a possible presence of protected species or there are Biodiversity Action Plan species on site surveys should be undertaken to properly assess the impact of the scheme.	Engineers will liaise with the county council's Planning Ecologist to ensure appropriate procedures are followed.
Roadworks	How long will this take? Traffic was a complete nightmare last time.	A detailed programme for construction has not been drawn up yet but these works in conjunction with the works at Kennington are expected to take 6-8months and will be planned carefully to minimise disruption.
	The works need to be managed in the same way as the Sainsbury's roundabout; no lane closures at peak times. Otherwise the disruption could be a major issue.	
Review	Will there be a review after six months?	The scheme will be reviewed.